pH, percentage of water dilution and solid content.

(e) At each inspection for certification, periodic inspection, and at such other times as considered necessary, the inspector shall determine that all fire extinguishing equipment is in suitable condition and that the tests and inspections required by paragraphs (b) through (i) of this section have been conducted. In addition, the marine inspector may require such tests as are considered necessary to determine the condition of the equipment.

(f) The marine inspector must check all fire extinguishing system piping, controls, valves, and alarms to ascertain that the system is in good operating condition. For carbon dioxide or clean agent systems as described in 46 CFR subpart 95.16, the marine inspector must:

(1) Verify that flow is continuous and that the piping and nozzles are unobstructed; and

(2) Verify that any discharge delays and pre-discharge alarms function properly during the flow test.

(g) The fire main system shall be operated and the pressure checked at the most remote and highest outlets by the marine inspector. All fire hose shall be subjected to a test pressure equivalent to the maximum pressure to which they may be subjected in service, but not less than 100 p.s.i. The marine inspector shall check that the hose couplings are securely fastened in accordance with the regulations of this subchapter.

(h) At each inspection for certification, periodic inspection, and at such other times as considered necessary, all carbon dioxide cylinders for fixed, semiportable, and portable systems shall be examined and replaced if any corrosion is found. They shall also be checked by weighing to determine their contents, and if found to be more than 10 percent under the required contents of carbon dioxide, they shall be recharged.

(i) Steam smothering lines shall be tested with at least 50 pounds per square inch of air pressure or by blowing steam through the lines at the working pressure and a survey made for detecting corrosion and defects using hammer test or such other means as may be necessary.

[CGFR 65–50, 30 FR 16662, Dec. 30, 1965, as amended by CGFR 68–32, 33 FR 5712, Apr. 12, 1968; CGD 84–044, 53 FR 7748, Mar. 10, 1988; USCG–1999–4976, 65 FR 6500, Feb. 9, 2000; USCG–2006–24797, 77 FR 33872, June 7, 2012]

§ 31.10–18a Liquefied gas vessels: additional firefighting equipment inspections.

(a) Once during each 12 month period after the month an original Certificate of Inspection is issued for a liquefied gas vessel under § 31.05–1, the master shall ensure that the firefighting systems required in part 154 of this chapter for a liquefied gas vessel meets the following:

(1) The exterior water spray system must past a water spray test.

(2) The dry chemical system must meet the manufacturer's specifications for—

(i) The amount of dry chemical powder; and

(ii) The pressure for nitrogen bottles.

(3) The piping, valves, and controls of the system must be operable.

(b) On the same date that the requirements under paragraph (a) of this section are met, the master shall record in the vessel's official logbook the following information:

(1) The date of the inspection.

(2) The identification of each device inspected.

(3) The name of the inspector.

[CGD 74–289, 44 FR 26006, May 3, 1979]

§ 31.10–19 All firefighting equipment may be tested—TB/ALL.

(a) During the inspection of firefighting equipment, the Officer in Charge, Marine Inspection, may require fire apparatus to be tested, and used, except as provided under §§ 31.10–18(h) and 34.15–90(a) of this subchapter.

(b) [Reserved]

§ 31.10–20 Definitions relating to hull examinations—T/B ALL.

As used in this part—

(a) *Drydock examination* means hauling out of a vessel or placing a vessel in a drydock or slipway for an examination of all accessible parts of the vessel's underwater body and all through-hull fittings.